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ASKS IMPROVEMENT OF RIVER FLEET DISPATCHER CONTROL

The existing structure of the dispatcher apparatus and the Regulation on the Dispatcher Control of Fleet Work need changing. The organization of the dispatcher apparatus provides for the following structure for the administration of a ship line: chief dispatcher, his deputy, an assistant for passenger fleet, an assistant for tonnage, and dispatchers for the towing fleet and the passenger fleet.

This distribution of responsibilities shows that in the administration of the ship line only the assistant chief dispatcher for tonnage is charged with the operations of the non-self-propelled fleet; however, the greater part of the attention of the assistant chief dispatcher for tonnage is on the control and organization of the work of the towing fleet. This situation has led to a condition where in many ship lines the necessary operation control over the non-self-propelled fleet is lacking, and operational accounting and analysis of the work of barges are either weak or are done with great delays and low efficiency. Statistics take in only 85-95 percent of the operating tonnage.

The lack of the necessary control over the movement of non-self-propelled ships causes a loss of all the efforts of port workers to speed up the handling of barges because the barges are held up waiting for either orders or traction.

In order better to organize the work of the non-self-propelled fleet, it is necessary to introduce changes in the structure of the dispatcher apparatus of the ship lines.

For the larger ship lines, it is necessary to establish posts for two or three assistant chief dispatchers for tonnage and a dispatcher for the non-self-propelled fleet. It is almost impossible for one assistant chief dispatcher to carry out the correct planning and to assure constant control over the handling of each barge so as to complete the year plan for tonnage. The ship lines' assistant chief dispatchers should be attached to basic types of freight; for instance, there should be an assistant chief dispatcher for grain, timber, liquid cargoes, etc.

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In the West Siberian, Lower Irtysh, and Yenisey ship lines the structure of the dispatcher apparatus is set up in this fashion, and it has been fully justified. In these ship lines the chief dispatcher is at the head of the dispatcher control. He is responsible for fleet movement, and he directs and coordinates the work of the dispatcher apparatus of the ship line. The responsibilities of the deputy chief dispatcher are not analagous to those of the chief dispatcher as provided by the regulation. The deputy chief dispatcher of the ship line is responsible for the organization of the work of the towing traction and assures the completion of the plan for raft towing.

The ship lines have senior engineer-dispatchers, who are in fact assistant chief dispatchers for tonnage. Each of them organizes freight hauling and the completion of the plan for his own particular type of cargo. In the West Siberian Ship Line, for instance, one of the senior engineer-dispatchers has charge of organization and completion of the plan for hauling forest products in ships, which comprises more than 35 percent of the total volume of freight handling of the ship line. This senior engineer-dispatcher is also charged with the organization of delivery of coal to coaling bases.

The second senior engineer-dispatcher is charged with the question of the organization of the hauling of grains, petroleum, and other cargoes. The third senior engineer-dispatcher handles the organization of the work of the passenger ships, freight Diesel ships, and high-speed hauling.

In so far as the freight flow on the Lower Irtysh is like that in West Siberia, the assignments of the senior engineer-dispatchers of the Lower Irtysh Ship Line are analagous. In the Yenisey Ship Line the freight flow is somewhat different: the major cargoes are dry cargoes, grain, petroleum, and rafts. Therefore, one of the senior engineer-dispatchers has charge of raft towing, another has charge of grain and petroleum cargoes, and a third handles the hauling of other dry cargoes.

Ships are attached to each senior engineer-dispatcher in accordance with the technical plan. Each of the dispatchers plans and organizes the work of his ships and assures the completion of the established 10-day, month, and navigation plans. The senior engineer-dispatchers take an active part in working out the 10-day plans, etc. Each reports at daily meetings on the completion of the plan and on the work of the ships attached to him.

The deputy chief dispatcher of the ship line together with the senior engineer-dispatcher works out a daily plan for the work of the fleet.

To bring order in the control and accounting of the work of the non-self-propelled fleet the dispatcher apparatus of the ship line should have on duty one to three dispatchers, especially for tonnage, depending on the volume of hauling.

Such a structure for the organization of the dispatcher control permits a considerable strengthening of the control over the work of each ship and barge. This structure increases the responsibility of the assistant chief dispatcher for tonnage, inasmuch as he is responsible during the entire navigation season for the correct utilization of tonnage and for the completion of the plan for hauling specific types of cargoes.

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